



VOLUME 40 | ISSUE 01 | JANUARY 2014

Between the Spokes

THE MONTHLY MAGAZINE OF THE BMW BIKERS OF METROPOLITAN WASHINGTON



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6 RIDING AND RESTORING A FAMILY TRUCKSTER

There's a lot of life left in old bikes. Sometimes you have to break down to build back up. By David French.

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From the editor

Hello, and welcome to the 40th edition of *Between the Spokes*. As you can see, we've undergone a little renovation, but you should be able to find all your favorite aspects of your club newsmagazine. Check the revamped table of contents, above, for where to find the news and stories submitted by club members just like you and the calendar of events on page 18 to find out when the next club meeting, tech day or rally happens. I hope you enjoy the first in what I hope will be a year's worth of "Bike of the Month" articles, with this month's lead-off from David French. His /2 restoration is epic!

—Wes



ON THE COVER

The cover features a gooey, grimy shot of the bike at the center of this issue, a /2 brought back from the brink of obscurity and a life of leisure sitting in some guy's garage.

Photo by David French.

Also note the magazine's new logo, designed by Scott Bricker, the founder of and primary designer for Orcada Media Group, www.orcada.com.

UPCOMING CLUB EVENTS

11 JAN HOLIDAY PARTY

Cash bar @ 6 pm, dinner @ 7.
Morton's BMW, Fredericksburg VA

08 FEB CLUB MEETINGS

Board of Directors @ 10.00, General Membership @ 11.00
Date may change to 09 February. Location to be announced



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BTS welcomes all news, story and photo submissions from club members. No article is too small! Submissions are used on a rolling basis and may not appear in the month they are submitted. Materials may be edited for length, content or style. Send all submissions to the editor. Classified ads are free to active club members and run on a rolling, space available basis. Commercial vendors can see advertising rates and requirements at www.bmwbmw.org/advertising. Display ads must be submitted no later than the 15th of the month preceding the month of publication.

Please submit address changes and all membership correspondence with the form at the back of the magazine. BMWBMW is chartered as BMW MOA club #40 and BMW RA club #15.

BETWEEN THE SPOKES



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I hereby resolve...

Resolutions. Ahhhh, yes, resolutions. It is a ritual for many to greet the New Year with resolutions to improve their situation. But, even with the best of intentions, how often are they fulfilled? If you are like me, fulfillment may be erratic. I mean, maybe one sets unrealistic goals, as noble as they may be, that are just too lofty to achieve. Resolving to improve one's diet, exercise more frequently, or even be a nicer human being to people you don't particularly like can be over-challenging to many of us. It takes significant commitment to stay the course for resolutions when the process is just too arduous or too disheartening to realistically expect fulfillment.

Here's a suggested resolution to help you improve your situation and maybe even extend the quality and possibly the length of your life—namely, to become a better rider. You like to ride, or you wouldn't be a member of BMWBMW reading this column, so the goal of riding better shouldn't be nearly as harrowing as hitting the gym three times a week, choosing a naked salad over a triple cheeseburger platter, or complimenting and exchanging pleasantries with an acquaintance who happens to be a manifest jackass.

I can think of two ways to accomplish this goal: 1) ride more often, and 2) be mentored by a more proficient rider (i.e., get advanced training). Ideally, one would do both, as I believe applying newly-learned skills via training/mentoring to one's riding on a regular basis has a multiplicative (rather than merely additive) effect. My suggestion might appear self-serving, coming from an MSF and Total Control instructor, but I do practice what I preach, as I make an annual effort to acquire advanced rider training.

I attended BMW Motorrad's two-day Enduro Skills training about a year ago. It really did enhance my road riding skill set almost as much as it boosted my dirt riding ability. I shudder to think what my experiences in touring Iceland last August would have been if I hadn't completed that Motorrad two-day beat-down.

There are other training opportunities available to riders at **all** levels of proficiency, comprising those offered by the MSF, Total Control, Riders' Workshop, CLASS, vari-

ous track-day schools, and a choice of high-value training events coordinated by each of our three local dealerships. For riders with less than 10,000 miles, I would definitely encourage you to enroll in the entry-level MSF Basic Rider Class, as it is a proven method to establish a fundamental skills set that eventually will be superseded by advanced training (plus wouldn't it be satisfying to finish at the top of your class in the skills and knowledge tests?)

For riders with lots of miles, don't let your ego impede taking advanced training. I've had several Iron Butt Rally riders in my classes, and each mentioned specific improvements gained that day that they will incorporate into their riding. So, what do you resolve for 2014?

Our 40th year as a sanctioned club starts this month! Stick around; it should be a fun ride.



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As I write this, the hills of Thurmont are covered with snow and winter has reared its ugly head. Fear not fellow riders, the 40th Annual Square Route Rally will be here before we know it, so let the planning and prepping begin!

For those who have never attended it, the Square Route Rally is the club's premier weekend event. Over the past 40 years, members and friends have gathered for a weekend of riding and camping

in the beautiful Catoclin Mountains. Rally-goers are treated to informative seminars, great rides, fabulous prizes, fantastic food and beer. This year, we're adding some new touches to make the rally even more enjoyable and fun for all. However, what makes the Square Route Rally great are the folks who attend and the stories they share!

This year's Square Route Rally needs people like YOU to make it happen. We're looking for volunteers to help with all aspects of the rally. No matter whether you want to help out before, during or after the rally, any assistance is greatly appreciated! If you'd like to help, please send me an email at vp@bmwbmw.org, or send a PM on the BMWBMW message boards to **drewalex**. Please be sure to provide your name, phone number and email address so I can get in touch with you.



40th ANNIVERSARY SQUARE ROUTE RALLY FRIDAY 30 MAY—SUNDAY 01 JUNE 2014 CAMP WESTMAR—THURMONT, MD



Photo by Dan Muir

CLUB BUSINESS

Last call for registrations for the 2014 holiday party

Join us for this year's Holiday Party on **Saturday, January 11** at the Golden Bull restaurant in Gaithersburg, MD. For over 30 years, the Golden Bull has been a popular Montgomery County landmark. Located at 7 Dalamar Street in Gaithersburg, MD 20877 (301-948-3666), you can check it out on the web at www.golden-bull.com.

Business casual is the recommended attire, but for those on two wheels, riding gear is also appropriate. Start the party off at 6 pm with friends at the cash bar. The Golden Bull is known for its excellent food. The Special Occasion Dinner Buffet meal starts at 7 and includes a garden salad, rolls and butter, and coffee, hot or

iced tea and soda. We've chosen a Roast Sirloin of Beef with *au jus* and horseradish sauce from the carving station. Additional entrées include Breast of Chicken Chardonnay and a Spinach Lasagna. Entrées will be complemented by oven roasted red skin potatoes, rice pilaf and a seasonal vegetable medley. For dessert, enjoy vanilla ice cream along with our famous decorated cake.

After dinner, we'll get right down to business. You'll get to meet new board members, find out the winners of the 2013 mileage contest and the *America Wandering Seeking Cities Having Identical Twins* (AWSCHIT) program. Watch the club forum for the announcement of our guest speaker. And you just have to stick around for the door prize drawings; the club always seems to have exciting or useful door prizes!

This is a pre-registration event ONLY and the deadline is Monday, January 6, 2014!

If you prefer to use PayPal, send to treasurer@bmwbmw.org with 2014 Holiday Party in the subject line. Remember to indicate how many people you're paying for. However, PLEASE also submit a registration form and indicate your PayPal transaction number. You can also pay online through the link on the home page at www.bmwbmw.org. (Registering via PayPal is very easy! —Ed.)





The Rider's Workshop was created nine years ago for motorcyclists who recognize they have plateaued in their motorcycling development and are looking for more. These riders are looking to learn more about technical roads and to gain the expertise to ride them well.

If you are looking to take your motorcycling to the next level, The Rider's Workshop might be for you. Here's what two magazines have written:

"The Rider's Workshop is not merely an excellent riding course... it is not merely a grand tour through rural mountainside scenery... it is not merely a social gathering with like minded "students." Rather, because all three components were in such exceptional abundance, the weekend we spent learning from Jim Ford was nothing more than a complete rediscovery of what makes motorcycling such an incredibly cathartic experience."

—**Motorcycle Consumer News**

"We got our money's worth. Each of us earned a newly found sense of accomplishment and confidence that we would take home from the Rider's Workshop and use for the rest of our riding careers. We all agreed that we were enlightened with more usable riding instruction than we'd gotten elsewhere."

—**Editor, BMW Owners News**

The Rider's Workshop with Jim Ford



Jim Ford
ridersworkshop.com
jim@ridersworkshop.com
866-767-6900

Riding and restoring a Family Truckster

Life without a motorcycle would not be much of a life for me. There's nothing more enjoyable than letting the miles roll by with no particular destination in mind.

I was already lucky enough to have found my first BMW, a 1972 R60/5, many years ago. That bike's owner was spooked off riding due to a wreck on that actual motorcycle. I got it dirt cheap and only needed to replace the headlight bucket and wiring harness to get it back on the road. It was just the bike to start my love affair with BMWs. When I found out I was up for a promotion in 2002, I went on a search for my dream bike, a gently used 1998 R1100GS. It quickly became my daily commuter, while the /5 was relegated to weekends and camping trips.

Life was good. Then, in 2004, my wife dropped the news that we were going to have our first child. I thought, "I'd better find a way to incorporate our new kid into our motorcycle adventures, or I may see my mileage severely curtailed by parenting."

I began the search for a sidecar rig, but not just any sidecar. It was going to have to be a BMW. A vintage soul at heart, I knew my wife could be convinced that we needed a classic mid-1960s BMW, but I didn't seriously think it would happen because I strapped the search with a miserly budget. I had no idea if I'd ever be able to find the rig I was looking for, but it's always fun to kick tires and browse.

Ever the optimist, I started my search online. I began with the only site I've ever used for finding and buying used BMWs, and that's the Internet BMW Riders website (See links section at the end of this article - Ed.). The marketplace there is chock full of great BMW bikes of all vintages. It's where I was lucky enough to find my GS on the same day I was told about the promotion.

I must have had a touch of luck left in me,



Bringing a /2 sidecar rig back to beauty

because the first ad in the vintage section was for a 1963 R50/2 with what appeared to be a Ural sidecar of unknown vintage attached for the right price. I quickly shot the owner an email. The biggest challenge was that the bike was in Simi Valley, California, and I was living in Connecticut at the time.

After all the usual questions about bike conditions, I was fairly certain of several things before I committed: I knew the bike started on the first or second kick; I knew that all the important parts of the bike were there; and I knew the owner had a clear title in hand. He described it as a 25-foot looker. "What the heck does that mean?" I asked. After a brief pause, he replied, "Well, from 25 feet away, she looks pretty good."

He asked me to send him a deposit check and told me he'd wait for me to arrange my flight to come look at the bike. I'll admit to being nervous about that, but the deposit wasn't much money, just a little good-faith gesture. I arranged a flight and shipping for the rig. The only thing left to do was test ride the rig and close the deal.

Less than a week after finding the ad, I found myself in Simi Valley looking at a well-abused /2. After inspecting it and going through the start-up procedures with the owner, I jumped aboard and took off.

"He didn't really need that trash can anyway," I thought as I pulled out of his driveway for the test. I knocked the can over with the sidecar. Neither of





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us were too concerned, and no harm came to bike or can. I did learn a valuable lesson, though: these rigs are wider than they appear! After the initial shock of having never ridden a sidecar rig wore off, I was soon tooling around the warm, sunny California suburbs.

It was exactly as advertised, a cosmetic donkey with a strong heart. I was sold. After safely returning from the ride, the owner and I were able to strike a great deal on this complete, running /2. I had to depart, but he assured me that he'd send me pictures of it getting loaded on the freight truck that would bring it to Connecticut.

Two days after arriving back home, the previous owner sent me the photos of my new rig as it was loaded for shipping. Just six days later, Eagle One Express dropped it off. I was now the third owner of this sweet bike.

I rode it as it arrived that day for nearly two years. In that time, I only had to replace the magneto coil, but mileage was quickly turning past 34,000. It was now time to start researching what I needed to perform the slinger service.

For those that don't know, BMWs prior to the /5 series lacked an oil filter.



After a brief pause, he replied,
"Well, from 25 feet away, she looks pretty good."

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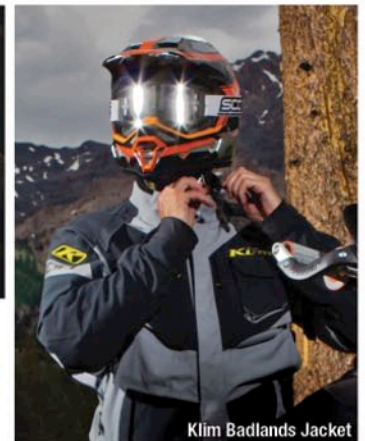


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It was exactly as advertised, a cosmetic donkey with a strong heart.



Instead, the bikes relied on centrifugal slingers attached to the crank webs to sift particulates out of the oil. Service intervals require cleaning the rims of these slingers every 30,000 miles or so. Since I really had no idea what kind of service life the bike had prior to me, I planned on acquiring the necessary tools and learning to do the service for myself. Having moved from Connecticut to Cleveland, Ohio, during that time, I decided to start the work in October so the bike could be ready for the next riding season.

I really wasn't sure if I had the skills to complete this job, but figured that doing is the best form of learning. If I messed it up, I reasoned that at least I would learn what not to do.

During my research on the slinger service, I discovered Barrington Motor Works' invaluable *BMW /2 Motorcycle Restoration and Service Manual*. This book is by far the most important resource to have on any /2 owner's shelf. Along with my shop-worn Clymer's manual and Cyclework's special tools and videos, I was confident I now had everything I needed to start.

Pulling the motor couldn't have been any easier. The biggest pain was removal of the tank. Slash 2's have a crossover fuel line that runs between the two tank lobes under the top frame tube. There are no shut-offs, so you drain the tank as much as possible before disconnecting. I solved this for later tank removals by installing a two-way disconnect on the line.

With the tank off, I wanted to drill out the lock to see what was in the glove box. Inside, I discovered the original owners manual, complete with meticulous service notes from the first owner. Based on that discovery, I was pretty sure the mileage on the bike's odometer was correct.

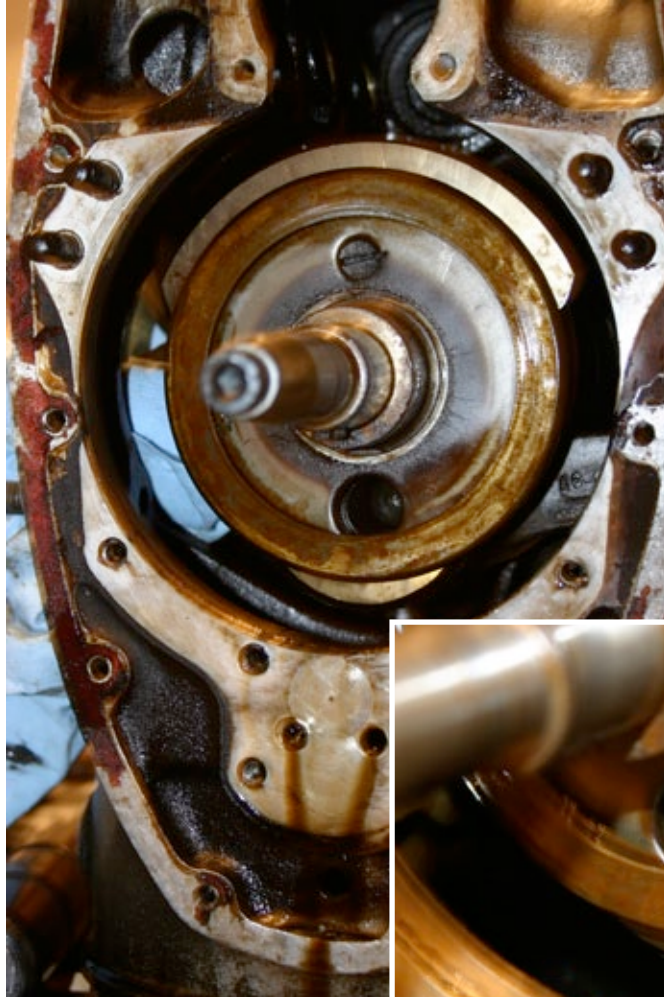
For that weekend's work I had assistance from a friend. Between the two of us, we had the motor out and disassembled in an afternoon.

As the motor came apart, my friend and I discovered a number of items that would need attention besides the slingers. All the valve lifters had pitted faces and one of the cylinders had deep pitting in it. The cylinder pitting was deep enough that it required boring it out to the first oversize piston available. When we got down to the crank, we discovered the slingers were packed full. Talk about luck, this was a just-in-time service. Sludge was beginning to make its way down into the crank bearings.

After pulling the crank from the case, I removed the slinger plates and sent the crank to Chris Chambers in Alabama; Chris is well-known in the Airhead community for his precision work on crankshafts. He determined the bearings were good, cleaned out the sludge, trued the crank and returned it in less than two weeks. While he was at it, he even replaced the worn out wristpin bushings we discovered when taking the pistons off.

As the motor problems mounted, I began to reconsider the scope of the entire project. I originally intended to just do the slingers and put it all back together and ride the heck out of it. Looking over at the rusty bike, I decided it was time to go through every bit of it. My friend and I spent the rest of the weekend tearing apart the whole rig. We found swing arm bearings that looked as if they'd been packed in mud. One roller bearing's cage was even disintegrating!

After the tear down, I put together a shopping list of parts and researched companies to perform machine work on the cylinders and heads. I also started looking for powder coaters and painters. It was now my intent to build a rider. I didn't want it to be a museum piece, just



There are two slingers in a /2 motor. They are both located on the crankwebs. Their job is to spin out oil particulates since these old bikes lacked proper oil filters. The sludge builds up in the rims of these slingers and will eventually migrate into the crank bearings if not cleaned out periodically. Cleaning the slingers involves removing the crank from the engine case and scraping out the sludge from the rims of the slinger plates.



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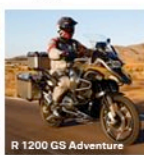
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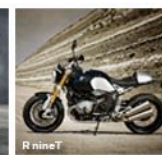


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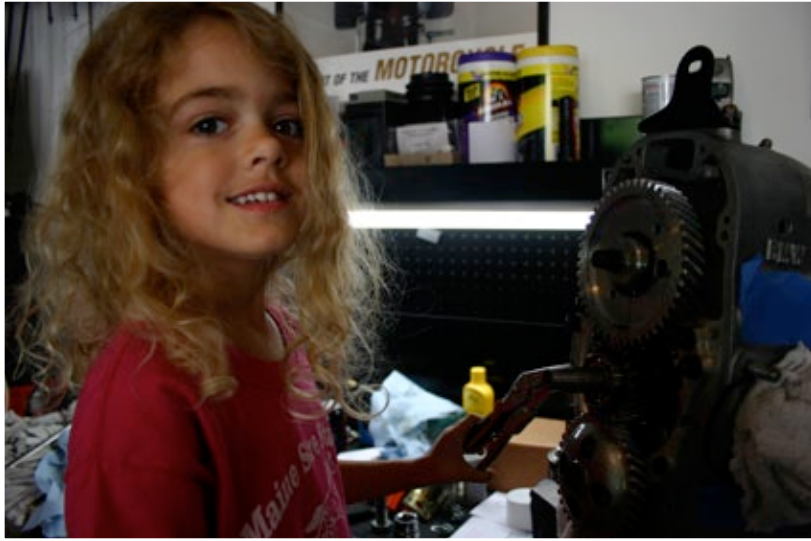
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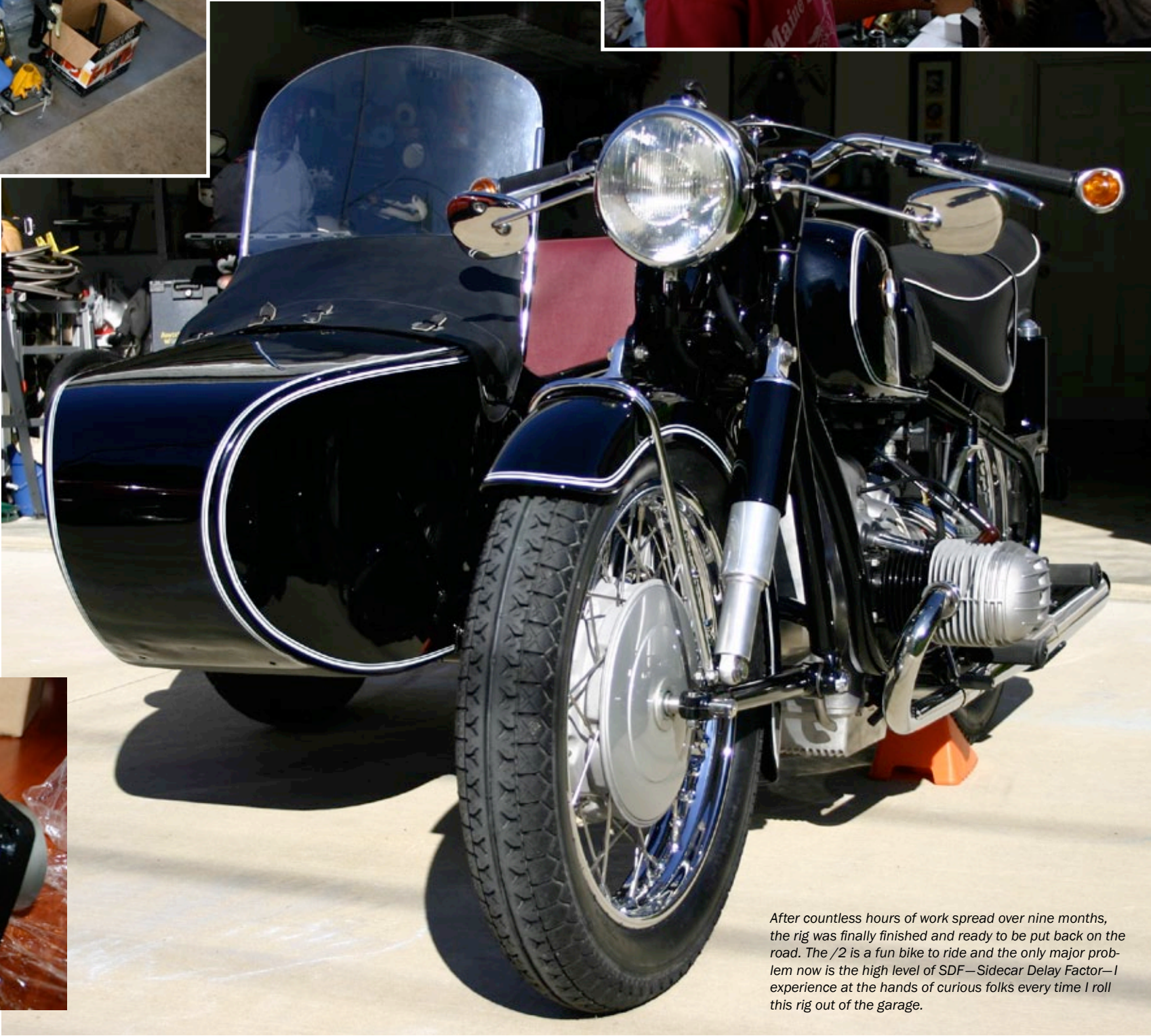


Organization is the key to any successful project. I tried to organize parts by major component. Label everything.

My daughter, Daphne, proved to be quite the helper during the months-long rebuild. She's one of the youngest kids I know who can tell you the difference between a vice grip and a spanner wrench.



While the motor was apart, I took the opportunity to send the cylinders out for work to fit the new first oversize pistons. All I had to do was box up the new pistons and old cylinders, fill out a form from the machine company and send the package off to Bore-Tech in Ohio. The work that came back less than three weeks later was excellent.



After countless hours of work spread over nine months, the rig was finally finished and ready to be put back on the road. The /2 is a fun bike to ride and the only major problem now is the high level of SDF—Sidecar Delay Factor—I experience at the hands of curious folks every time I roll this rig out of the garage.



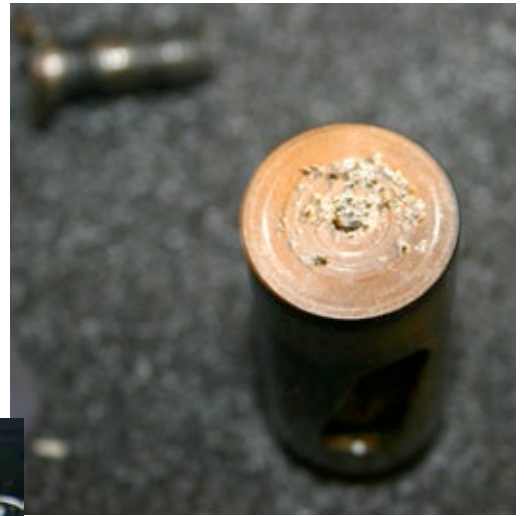
It wouldn't be proper to leave a crusty speedo on a restored ride, so a new bezel and trip knob were sourced from Bench Mark Works. The glass was cloudy, so it got polished with a little Meguiar's headlight restore. I pried off the old bezel with a screwdriver. The new bezel fits tight and the lip of the bezel folds over to hold it in place.





The condition of some bearings, such as this nasty swing arm bearing, was just terrible. I used all new bearings and seals throughout the bike.

The valve lifters weren't in quite as poor condition as the swing arm bearings, but they were close. These can't be relubricated, though. Damaged lifters came out and resurfaced and reground ones from Cycleworks went back into the engine.



Getting everything back from the powder coater was a transcendent experience. Where there had been rust was now just tube after tube of clean, gleaming color that makes the rig look as good as it runs.



I wish I could have been able to keep the paint original. It's only original once, but I had too much rust developing to salvage it.

something I could rely on.

Both cylinders went to Bore Tech in Ohio for machining. The heads went to Memphis Motor Werks. I sourced new pistons and rings and exchanged the worn valve lifters for resurfaced ones. I installed all new bearings, wiring and seals. I located a used coffee can taillight to mount on the sidecar to match the bike. In a moment of heretical weakness, I even purchased a four-inch spotlight from the local Harley-Davidson shop to mount to the front of the chair.

Since the bike was going to be a rider, I decided to convert the old six-volt electrical system, which could run without a battery, to a 12-volt one with a high output alternator. A 12-volt system meant having to always run a battery or risk burning out the electrics. Instead of connecting the sidecar lights to the socket under the seat, I went with a connector from West Marine so that I could use the socket under the seat to plug in heated gear.

Bing USA supplied carburetor rebuild kits, and I used an ultrasonic cleaner to soak the carb bodies. All the chrome bits went out for plating and polishing. I rebuilt the speedometer myself. I also used some Meguiar's headlight restore to clear up the original lens, which had gone cloudy with age.

The transmission was still in great shape, but needed all new seals. The frame and all of the tins were sandblasted clean. I discovered that the sidecar chair had been in a fender bender at some point; the nose of the car was filled with bondo and still had creases and other irregularities in the metal. The sidecar fender was also a rippled mess. My painter wanted to teach his son traditional metalworking, so I let them have a go at repairing all of the damage. The results are really good for a rider—not museum



quality, but still good. I went with powder coating on the frame for the durability.

Following the advice in the Barrington restoration book, I was able to get everything back together with little hassle. The one inconvenience was heating the engine block in preparation for seating the crank. I solved that by sending my wife and daughter to the in-laws so I could use the oven to bake my case while the crank sat shivering in our freezer. Shhh, don't tell! I also realized too late that I installed the rear main seal backwards. Don't ask how I managed that. I tried to salvage it, but it's leaking now and I'll have to replace it.

In retrospect, I wish I could have been able to keep the paint original. It's only original once, but I had too much rust developing to salvage it. I also wish I had a hydraulic press available. It would have made bearing removal and replacement much easier.

There are those that say you'll never recoup the money you sink into a restoration. I agree. There's no way to financially compensate someone for the time and effort they put into a project like this. When that machine fires up for the first time after rebuilding it yourself, I doubt there's any amount of money that would make you part with a machine so lovingly restored. Besides, the time I spend riding with my daughter to vintage bike meets and cruise nights on the town is priceless.



Daphne is as proud of the new rig as I am. It's hard to say which of us has more fun!



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Top: To improve safety and nighttime visibility, the bike was converted to 12 volts and brighter lights all around. However, the increased power draw meant the installation of a 200-watt alternator kit from Motorrad Elektrik.

Top, right: A clean work bench facilitates quick and easy reassembly, and having all the tools and parts laid out in order of use really helps. An assembly checklist taped to the pegboard of the bench ensured I didn't miss any critical steps. A number of good laminated checklists are included with the BMW /2 Motorcycle Restoration and Service Manual.

Above: Most folks wrap the frame in tape prior to installing the motor. I chose to use self-adhesive ACE™ bandages. They can be reused, offer more padding than tape and they only stick to themselves, which means no mess or residue.

Above, right: To ease lifting and fitting the heavy motor, try putting it back in the frame before re-attaching the cylinders and pistons.



Sidecar installation was the last part of the whole project. The chair stayed off while I made frame adjustments. First, I would make a tweak, then ride around the block to see if the bike pulled in either direction. Once satisfied with the ride, the chair went on and my daughter jumped in for her first ride.



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For November and December, Khanh is offering a **\$25 discount** on any service work over \$300.

Khanh's EUBMW Repair Shop is at your service in the Armature Building.

**Khanh's EUBMW
Repair Shop**
3025 Colvin Street
(in the Armature Building)
Alexandria, Virginia 22314
Phone: (571) 294-2386
Stop in or call for an appointment.



Resources I found invaluable during this project:

<http://www.ibmwr.org>

Marketplace for used BMW motorcycles and parts.

<http://www.eagleoneexpress.com/>

Motorcycle transport company

<http://bore-tech.com/>

A source for motorcycle engine cylinder repairs and performance modifications

<http://www.memphismotorwerks.com/shop>

Machine shop services

<http://www.barringtonmotorworks.com/>

Authors of the *BMW /2 Motorcycle Restoration and Service Manual*

<http://www.cycleworks.net/>

Special tools and service videos

<http://www.motoelekt.com/>

Electrical system parts and advice

<http://www.bingcarburetor.com/>

Carburetor parts and rebuild services

<http://www.bmwwhucky.com/>

Excellent parts resource for /2 and /5 series bikes

<http://www.benchmarkworks.com/>

Vintage BMW parts and technical advice

For crank work, contact

Chris Chambers, (256) 534-5186

3303 Meridian St. N., Huntsville, AL 35811-1542

What started as a simple slinger service quickly morphed into a months-long journey to build a sweet sidecar rig. The lessons I learned and money saved doing it myself made the whole project worthwhile. Just make sure you have a well-stocked beer refrigerator so your subject matter experts are willing to lend a hand.



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The
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www.motorcyclevirginia.com

A group of five people, three men and two women, are standing next to several motorcycles parked in front of a large, multi-story building. The scene is outdoors, and the motorcycles are of various colors and models.

Licensed in VA, SC & TN Affiliates throughout the South

GearWrench's 1/4" & 3/8" gimbal ratchets

Back when we went to high school, we had to study algebra, a math class that didn't seem to have any practical applications while we were far more concerned with girls (or boys), cars and the football game on Friday night. "You'll use this someday," they all said, and in our youth we scoffed and assumed they were lying to us.

Quick. Tell me what a gimbal is.

Well, if you'd studied your math like you should have, you'd know that a gimbal is a support structure that allows something to rotate on just one axis, securing it from moving in the other plane. It's easy enough to embed several gimbals in one device; when you connect three of them together, you get a gyroscope, an important navigation device for ships and even airplanes.

You don't have to be super high-tech about it, though. After all, which of us that has a GPS needs a gyroscope to navigate from home to that awesome BBQ place in Botetourt County we heard about at a gas stop outside Leesburg?

By replacing the inner gimbal of a gyroscope with a ratchet head and making the tool smaller than the palm of your hand, GearWrench has come up with a very useful and compact ratchet that is well-suited for stowing in a motorcyclist's tool kit.

Working on a motorcycle is often a knuckle-busting affair because the spaces are tight and clearances are minimal even in the best of situations. Getting an angle on a pesky bolt can be frustrating, and having enough room to move the ratchet can sometimes just make you angry.

I've been using a Craftsman thumb-wheel ratchet very similar to these gim-

bal ratchets, but the Craftsman version is heavy steel, while these are light, durable aluminum. Because of their weight, the Craftsman is awkward to use when you're lying on the ground as you so often are when working on a motorcycle.

The GearWrench gimbal ratchets are very lightweight and feature 72 teeth in the ratcheting mechanism, which means each "click" of return needs only 5 degrees of twist to clear. When space is limited, you can get good turning torque with a bare minimum of movement.

Granted, you're not going to be breaking loose stuck bolts with these tools and you're not going to be tightening things down as fully as if you were using a ratchet with a six-inch arm on it. For quick, easy tightening of fasteners and spinning off a long bolt, the gimbal ratchet is hard to beat.

Comes in 3/8" (red) and 1/4" (blue). Direct price from GearWrench is about \$20 each; can be had for a few dollars less through other websites.

Each gimbal ratchet is two inches in diameter, making them easy to stow. Tension on the gimbals can be adjusted with a small Torx bit.



Where do you buy tools?

You can buy tools just about anywhere these days. The Tool Tutor (www.thetooltutor.com) says the best places to buy tools are - in order - Amazon.com, eBay, pawn shops, Home Depot and Lowe's, but that's pretty much only if you're looking for general-use, largely low-quality tools.

This probably isn't the time to admit I bought the gimbal ratchets from Amazon, but there you have it.

If you're a hands-on tool buyer, you can always head down to your local Sears store and browse through their often extensive selection of all things tool and tool storage. A companion to Sears when you're bored or snowed in over the winter is the website, where you can look at all their Craftsman tools, as well as what they have from other brands.

GearWrench has a nice website as well, and some of their tools are available at Sears locations and through the Sears.com website as well.

Another good website for buying tools is Craigslist (washingtondc.craigslist.org), where you can score great deals on used tools, tools boxes and just about anything else you can think of. Be sure to inspect anything you buy used, though.

You could chase down the Snap-On or Matco truck drivers the next time you see one. I've done that more than once, and was able to use my debit card to boot. Both companies are good sources for high-quality, durable tools that often have niche applications.

Last, and certainly not least, is your local BMW motorcycle dealer, where you'll be able to pick up any number of specialty tools for your motorcycle, including spark plug wrenches, exhaust flange wrenches and clutch, transmission and engine tools that you just might need for that big restoration project.



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DC IMS SHOW



Come check out the complete line of KLIM Adventure Gear, Firstgear, ARAI XD4 Helmets, Gaerne Balanced Oil Boots at the DC IMS show **January 10th-12th**. And we will have the brand new KTM 1190 Adventure bike on display. Don't miss out on our show specials!

THE KTM 1190 ADVENTURE R >>>



FIRSTGEAR
Every Ride Is An ADVENTURE



EVENTS CALENDAR

Sat 08 Feb: Board of Directors (10) & General Membership (11) meetings at a location TBD

Sun 09 Mar: BoD (10) & GM(11) meetings at Morton's BMW, Fredericksburg VA

Sun 13 Apr: BoD (10) & GM (11) meetings at Battley Cycles, Gaithersburg MD

Sat 10 May: BoD (10) & GM (11) meetings at a location TBD

30 May–01 Jun: 40th Annual Square Route Rally at Camp WestMar, Thurmont, MD

Sat 12 Jul (date not confirmed): BoD (10), GM (11) meetings & Swap Meet (12) at Beemers Uber Alles, Manassas VA

Sat 09 Aug: BoD (10) & GM (11) meetings at Bob's BMW, Jessup MD

13 or 14 Sept (date to be confirmed):
Annual club picnic, location TBD

04-05 Oct: Oktoberfest at Camp WestMar
Sun. BoD (09.30) & GM (10) meetings

Sat 08 Nov: BoD (10) & GM (11) meetings at Morton's BMW, Fredericksburg, VA

Sun 14 Dec: BoD (10), GM (11) meetings & Tech Day (12) at Battley Cycles, Gaithersburg MD

BREAKFAST RIDES

Breakfast rides are informal gatherings of members who meet for breakfast and often a ride afterwards. Not all members participate in the after-meal rides and some like to show up solely for the ride. Interested? Arrive early, introduce yourself and be ready to have fun. Look for the tables with helmets and jackets piled on or near them and don't be shy.

If you'd like more information, or to volunteer to lead a ride one weekend, contact Ed Phelps at rides@bmwbmw.org.

You can find out more by perusing the "Rides to Eat" section of the BMWBMW online forums.

1st Sunday at 8 BALTIMORE BREAKFAST RIDE

GOLDEN CORRAL

7908 Rossville Boulevard, Baltimore, MD 21236. To have a reminder email sent to you the week before the breakfast, send your email address to [Jim Pellenbarg, jpellenbarg@juno.com](mailto:Jim.Pellenbarg@juno.com).

3rd Sunday at 10 MARYLAND BREAKFAST RIDE

THE COZY

103 Frederick Road, Thurmont, MD 21788. Take I-270 N to Frederick and continue north on U.S. 15. Take the first Thurmont exit. Turn right at the first stop sign, then left at the first traffic light. Go 1/4 mile and look to the left.

4th Sunday at 8.30 VIRGINIA BREAKFAST RIDE

THE MAIN STREET PUB

7140 Main Street, Clifton, VA 20124. Park across the street by the rail car or behind the pub. Walk through the convenience store to the restaurant in the back. The ride to the pub requires a nice stretch of twisty back roads.

Membership application/renewal form.

Please check appropriate selections:

☐ NEW MEMBER

☐ RENEWAL

☐ CHANGE OF ADDRESS

**Sign up or renew
online with PayPal at
www.bmwbmw.org**

NAME

MOTORCYCLES

(year, make, model)

Associate

STREET

BMW MOA #

CITY, STATE, ZIP

BMW RA #

Referred to BMWBMW by

OCCUPATION

AMA #

I'm interested in helping out with the following committees:

PHONE (c) (h) (w)

☐ Gov't Affairs

☐ Rally

☐ Internet

☐ Rides

☐ Meetings & Events

☐ Safety

☐ Membership

☐ Sales

☐ Newsletter/BTS

☐ Tech

E-MAIL

AGE GROUP

☐ 16-25

☐ 46-55

☐ 26-35

☐ 56-65

☐ 36-45

☐ 65+

MEMBERSHIP DUES

Regular Member: \$20/year

Associate Member: \$7.50/year

Dues may be paid for 1, 2 or 3 years. Associate members must reside at the same address as the regular member. Associate members have all the privileges of regular members but do not receive a separate copy of the newsletter. Make check payable to "BMWBMW" and send it with this form to: Joel Gladding, Membership Chair, 12 Teasdale Ct., Potomac Falls, VA 20165-6242. Membership dues are not refundable.

2014 Holiday Party Registration Form

January 11, 2014 * Golden Bull Restaurant * 7 Dalamar St., Gaithersburg, MD 20877, 301-948-3666

Cocktails (cash bar) @ 6 pm * Dinner @ 7 pm

Cost: \$25 per person. Registration deadline is Monday, January 6, 2014!

Please print clearly the name (first and last) to appear on the name badge.

**See page 4 for
more informa-
tion.**

Guest 1: _____

Guest 2: _____

Email: _____ Phone: _____

Address: _____ City: _____ State: _____ ZIP: _____

If you have any food allergies or dietary restrictions, please note here: _____

Send your check, payable to BMWBMW, to:

Elsie Smith, 350 W. Market Street, Suite A, York, PA 17401-1010

For more information, call Elsie at 717-650-1209 or send email to elsie.m.smith@comcast.net

Registration must be RECEIVED no later than Monday, January 6, 2014. This is a registration-only event!



I/we hereby waive, release and hold harmless the BMW Bikers of Metropolitan Washington, Golden Bull Restaurant, caterers and entertainers for any liability resulting from damages, loss or personal injury while attending the 2014 Holiday Party, or for any cause of action I now, or in the future, have against them. This waiver extends to my heirs, executors, administrators and assignees. There are no refunds of registration fees for any reason.

Signature Guest 1 _____

Signature Guest 2 _____



Battley Cycles. New & Used BMW motorcycles
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Want to see what's new for BMW in 2014? Visit Battley staff in the BMW area at the International Motorcycle Show in Washington, DC January 10-12, 2014. Discount Coupons Available at Battley!

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C Y C L E S

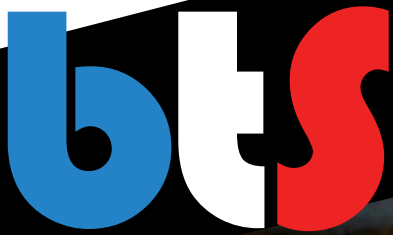
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Potomac Falls, VA 20165-6242



BETWEEN the SPOKES

*If you're smart, you'll send the cook in
your family out of town on the day you
do this. See page 6 for the full story.*

Photo by David French



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